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Big Removal Sale

Commencing MONDAY, January 8th

SIDE LIGHTS ON CHICAGO BUSINESS MEN

Here Are Recorded the Practices of Some of the Windy City's Public Officials.

OTHER TOPICS
GET ATTENTION

Correspondent Tells of Parcels Post, Mosquito Bites and Business Progress.

[Special Correspondence]

CHICAGO, Jan. 3.—"No business for luncheon" is not a New Year resolution with the heads of Chicago business houses, if appearances may be trusted. Leisure is a theory with them and every hour must be jammed with engagements, judging by the symptoms. John G. Shields, head of the biggest mercantile house in the world, shows no signs of relenting in his strenuous routine. His committee meetings at noon are as numerous as in 1911, and that means three or four times each week. For years he has had from one to three committee meetings for luncheon, has formed the habit and the New Year could not shake it. It is a comical thing to see him dash from his office at 11 or 12 or 1 for luncheon sometimes at the Midway club, the University club, or the Union league. He is not much of an eater but a glutton for work, you can be pretty sure he isn't going to waste his time on a place where there isn't a committee meeting on the menu. He has no fads. A little consommé, perhaps, with a bit of muskellunge or roast beef or capon, anything that happens to be on the bill. A cup of coffee he also allows himself, but he does not take a cigar. Mayor Harrison last year went out to eat every time he could elude the throng of citizenry that camps about his office door and he still keeps the same schedule. He likes to eat; he does it for fun. When Mayor Harrison can elude the citizenry he goes out in quest of food at 1:15 p. m. But if the citizenry clamor at his door he assumes the disguise of a plain man and a second story worker and shins out the back way before the trips gets cold. In hot weather Mayor Harrison lunches on butter-milk, watermelon, and pie. This is what he calls food in hot weather. But the minute the thermometer gives him a chance he bites into a wild duck or a muskellunge. He is a game politician and he likes game. On the other hand when Chief Seyferlich goes to luncheon he is only allowed to eat until a fire breaks out. His driver knows where he is and goes for him on the jump. Yet a kind Providence watches over Chief Seyferlich and helps him to assimilate his food. Only twice has a downtown fire broke out while he sat at table. Often the fire buggy meets him as he is on his way back. Despite the fact that he knows any moment his luncheon may be snatched from him by the fire going, Chief Seyferlich masticates his food. He leaves it for the clerk to bolt and gobble the pie. He even pauses for coffee and a cigar after his repast. Postmaster D. A. Campbell is a connoisseur though he eats at 12:30 and usually goes up to the Union League club.

Western manufacturers must hustle if they get their share of the foreign trade which will be captured by the United States by completion of the Panama canal, declares an ardent Chicago-to-the-gulf deep waterway advocate, Dean Kinley, dean of the University of Illinois. Otherwise the lack of waterways will throw the business into the lap of New England, he says. Fifty thousand dollars has been raised by the Illinois Manufacturers' association to charter a big steamer for a voyage of trade conquest in the tropics, thus giving a practical O. K. to Dean Kinley's views. He urged the development of

waterways in the Mississippi valley as a means of promoting commerce with the South American nations. "Without encroaching at all upon the opportunities of the manufacture of New England and the other eastern states," said Dean Kinley, "the time has come when the states of the Mississippi valley, especially in the interests of the development of our foreign trade, must make strenuous efforts and adopt all proper measures to increase their manufactures. This necessity is becoming increasingly imperative as the time approaches for the opening of the new trade route between our country and the west coast of South America and the Orient. With direct water communication between the heart of the American continent so that vessels loaded at Havana, La Guaira, Babai, Rio, Pueros Ayres or Montevideo could discharge their cargoes in whole or in part well up the Mississippi or Ohio, or possibly on the shores of the Great Lakes, we could not even guess at the impetus that would be given to the development of the heart of our country."

The "doff" to the Trans-Mississippi Commercial congress, challenging it to prove that it was not controlled "by the railroads, the sugar trust and the robber express companies," which George J. Kindel of Denver issued, will not be answered by the officers of the railroads entering in Chicago. They are heartily sick "of sensational declamation," they say, and Mr. Kindel long has been a thorn in their flesh. Mr. Kindel, it will be remembered, spoiled the well-oiled harmony of the Kansas City convention by his remarks which, however, were much to the point. "I apprehend that there is much misconception on the subject of parcels post, otherwise, there would be no opposition to it, except by our robber express companies," he declared. "As for myself, I took up parcels post as a final means to conquer discriminate freight and express rates in this, the Trans-Mississippi section, and more particularly Colorado. Notwithstanding that I invariably secure reduction of railroad and express rates, I have come to the conclusion that life is too short and progress too slow to continue to fight before our two-million-dollar-per-annum Interstate Commerce commission and its new and worse than useless appendix, the commerce court. Hence, I have investigated parcels post with the result that I firmly believe that the vital question of transportation can be best reformed by means of an efficient general parcels post and a rural parcels post. The rural parcels post would do more to overcome our present greatest menace of centralizing the population at city centers than any other one thing. How to send small shipments quickly, cheaply and securely is a thing which America apparently has been unable to learn from the enlightened countries of Europe, Australia, Asia, Africa and South America."

The lives of 250,000 persons who die annually in the United States from mosquito bites will be saved by the work of the National Drainage congress which meets in New Orleans, April 10 to 13, according to a letter to the Chicago headquarters. These lives alone are of sufficient value to justify the expense of the entire drainage work, George H. Barstow, member of the executive committee from Texas, declared. The congress, organized recently in Chicago and representative of all sections of the country, has begun work with Edmund T. Perkins of Chicago, president of the American Reclamation Federation, as the first vice-president and executive head. "The question of greatly enhanced health conditions in our nation," says Mr. Barstow in his letter to Mr. Perkins, "is one that should address itself earnestly to every thoughtful and patriotic citizen. According to Dr. Ayers of New York, a specialist on the mosquito, there are two hundred and fifty thousand deaths every year in the United States resulting from mosquito bites. What a great and unnecessary loss of human power and efficiency; all of which can be eradicated by draining the swamp lands which are the breeding places of that little pest, of which Josh Billings said 'happy little critter, singing as he bolls.' Yes, and he toils and subjugates mankind to an alarming degree, when the case should be and can be reversed. There are something like eighty million acres of swamp lands in the country, extending all the way from Maine to the Pacific Coast states. The average cost of reclaiming these lands will be about \$8 per acre. At present they are of little or no value; when reclaimed they will be some of the richest and most pro-

ductive in the United States. They will provide room at reasonable prices to accommodate an enormous population and greatly increase the productive power of the nation."

A job of city building to order that rivals Gary near Chicago because the order also has unique interests because the city, Port Mann, was created in the midst of virgin forest, in preparation for the Canadian Northern's new line from Edmonton to tide-water. It was the boldest thing yet undertaken by a landscape architect and the most dramatic chapter in the development of the Canadian north-west. G. Todd of Montreal received the commission instead of D. H. Burnham of Chicago. He found that the site was absolutely primeval, yet he was to plan for great wharves, big government buildings, wholesale districts and manufacturing districts with model homes for the employees. According to a report to the railroad, "imagination was to be first aid to the builder." From the point where the steamer landed him grew giant firs, phalaris, open phalaris, up the hillside and the ground was cushioned deep with the decayed leaves of untold centuries. However, Mr. Todd

got busy on the job and the city is being built according to his plans. He has not forgotten the parks and he has planned for a central square around about which shall be grouped the important buildings, custom house, postoffice, the hotels and banks. From this civic center to the water front a broad thoroughfare will be laid out on the easy slope which is nowhere more than 8 per cent. On the other side of the civic center a boulevard extends easterly up the slope and then swings across a ravine and becomes an avenue 66 feet wide instead of 80. Before the plan of the city had been finished an eastern capitalist was ready to invest a cool million dollars in Port Mann for the profits he saw in real estate operations. Three big industrial concerns which will erect plants costing over two million dollars signed agreements before the streets had been cut through the timber. One of the first concrete evidences of a big city will be a big cold storage plant. Another evidence in stone and brick will be a flour mill and elevator big enough to grind more flour than even the great gang of workmen could consume in a hundred years."

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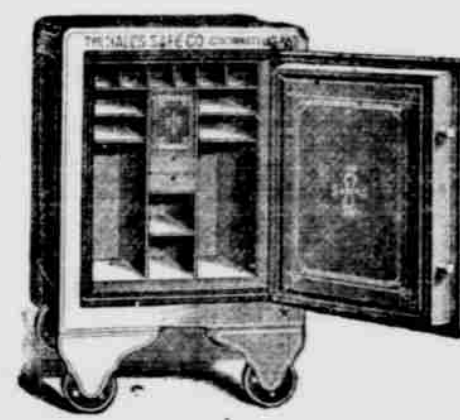
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